

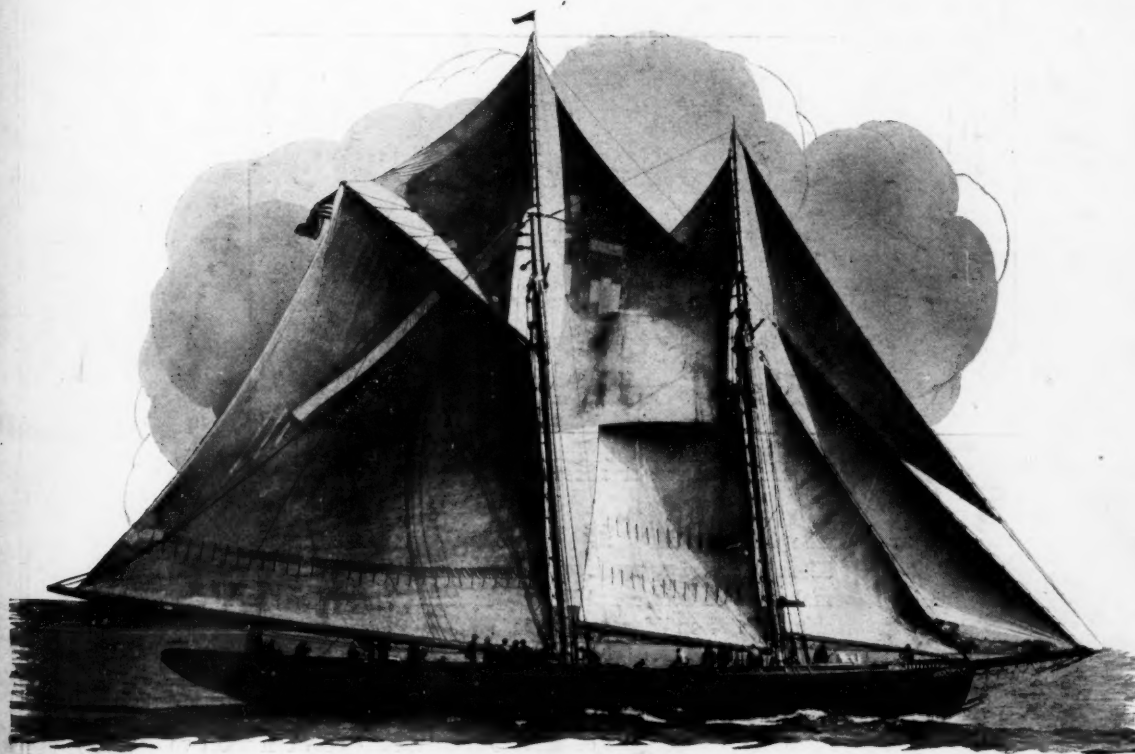
ATLANTIC
FISHERMAN

Registered

Vol. I.

JULY, 1921

No. 6



The Esperanto

The winner of the 1920 International Fishermen's race was equipped with

Columbian *Tape-Marked* Pure Manila Rope

Out to win, the owners of the Gloucester schooner chose the equipment that had already proven its trustworthiness on "The Banks" and the results fully justified their choice.

Columbian is the proven rope, the one with the red, white and blue *Tape-marker* guarantee.

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Auburn, N. Y., "The Cordage City"

BOSTON

NEW YORK

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Boston Office and Warehouse, 131 Beverly Street

The **KNOX** Lobster Boat

has been the acknowledged standard boat among fishermen for the past 15 years. The boat is a sturdy craft built to withstand winter weather, is 26 feet in length and can be used for either lobster fishing or hand trawling.



TEN TO TWELVE MILES AN HOUR WILL ENABLE YOU TO COVER A LARGE NUMBER OF LOBSTER TRAPS IN A DAY

The Knox Model "G" Valve-in-Head motor or the Knox Model "E" two-cycle motor with lobster hoist attachment makes a complete outfit unequalled for service, speed and economy. Send for catalogue.

Since both the boat and the motor are built by the Camden Anchor-Rockland Machine Company, in Camden, Maine, you have every assurance of perfect relationship between the two units and the best possible service in case of accident to either boat or engine. Remember the "KNOX".

is the Standard Boat

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New York Representative
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CAMDEN, MAINE, U. S. A.

Boston Representative
100 Atlantic Ave.

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. I.

BOSTON, MASS., JULY, 1921

No. 6

Second Esperanto Expedition Abandoned

First Attempt to Raise Cup Winner Fails—Report from Sable Island That She Is Breaking Up

FAILING in the attempt to float and tow the Esperanto, aground off the southern shore of Sable Island, the salvaging crew returned to Gloucester July 17 on the trawler Fabia, being forced to abandon its work because of a shortage of water and provisions.

From the outset the expedition encountered

most unfavorable physical conditions. Less than 48 hours of favorable weather were experienced in the whole four weeks. Rough seas, heavy swells, dense fogs and peculiarly strong tides frustrated the best efforts of the determined crew. Six times the Esperanto was raised. Twice her entire length was lifted clear of the sands. But each time some-



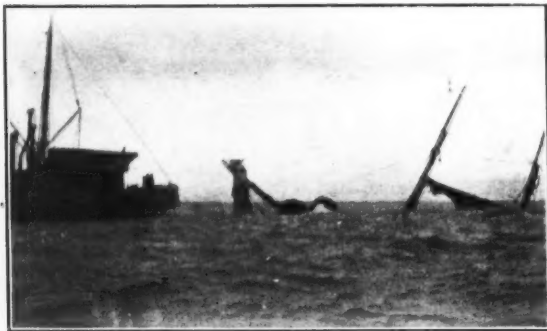
Photos by Roy Atkinson of Boston Post.

SPARS OF ESPERANTO

Showing Spot Where Gloucester's Pride Found Final Resting Place

thing gave way, allowing the vessel to settle on the bottom once more. On July 13 everything was made ready for a dash to Halifax with the Esperanto in tow, but the tide swung unfavorably and a storm came on, forcing Captain Wharton of the Fabia to run before it.

Another factor responsible for the failure of the salvors was the insufficient strength of the wire slings to handle the weight of the craft. It seems



BOW RAISED BY TWO PONTOONS

wire cable of but five-eighths of an inch was the only equipment taken along. The pontoons, of which 10 were employed, proved perfectly adequate to lift the vessel to the surface.

The food situation was in a bad way for some days previous to the start for home, for the Fabia was only provisioned for a scant three weeks. Happily the schooner Elk, Captain Carl Olson, bound home with a trip of fish, spoke the salvagers. A transshipment of food and tobacco was made under the most thrilling conditions.

Though less than two miles from Sable Island, the expedition was unable to secure relief from that quarter owing to the tremendous and incessant surf beating on its shores. It was necessary for Captain Wharton to set his men to fishing to supplement the fast dwindling food supply. The water situation, however, was the more serious. In fact, the expedition concluded its voyage without a drop of water aboard.

Second Expedition Organized

The indomitable Gloucester spirit, best exemplified by the character of her fishermen, met the disappointment of the failure of the expedition in a characteristic manner. The evening following the return of the Fabia, a meeting was held at the Board of Trade rooms, and an intensive drive for funds was decided upon to defray the expenses of a second expedition.

Ex-Mayor Charles D. Brown presided, and opinions on the problem were expressed by A. B. Saliger, engineer who had charge of the unsuccessful attempt, Ben H. Atwell, Captain Robert Wharton, Roy Atkinson of the Boston Post, Captain Donald A. McCuish and Captain Hugh Quinland, Mayor Percy W. Wheeler, Fred L. Davis, Alex J. Chisholm, State Inspector of Fish Arthur

L. Millett, Secretary Wilmot A. Reed of the Board of Trade, W. A. Murphy and E. T. Millett.

The refitting of the Fabia was begun at once, and everything made ready for the start July 23. Heavier cables and proper equipment throughout were put aboard.

Esperanto Breaking Up

A telegram was received the morning of July 23, stating that the spars and deck planks of the Esperanto had come ashore. Despite this disheartening news preparations to sail went on until communication was established with Sable Island and the early reports were confirmed. It was decided then to abandon the project.

According to previous reports the seams of the Esperanto had opened up badly, and on the port side the calking had fallen out, leaving openings through which a knife could be sheathed without difficulty. There were several tears in the hull on the port side, and her false keel was torn off in part. In this condition the vessel would have been a difficult job to handle, but with her spars gone it would be out of the question to raise her.

While the whole project was recognized as im-



ONE OF THESE PONTOONS, VALUE \$1,000, WAS LOST

practical as a business venture, the good people of Gloucester found sentiment alone an all-sufficient motive in their efforts to bring home the pride of their fleet.

We wonder what our English cousins will say when they learn that the New England port of Boston has been persistently proclaimed "the world's greatest fish port."

The Sailors' Graveyard

Records Show Nearly 600 Wrecks in 40 Years — Appalling Losses Much Greater Than Those on the Dreaded Sable Island

ALTHOUGH Sable Island has long been known as the "Graveyard of the Atlantic," it is very doubtful whether this disastrous spot is deserving of first rank among the dangerous sections of the Atlantic coast. In all, about 200 vessels of all kinds have been lost on its sands. But, according to the sombre records of the Coast Guard, what is known as the "Sailors' Graveyard" seems to have a stronger claim on the doubtful honor of being the Atlantic's most deadly portion of shore line.

The Sailors' Graveyard

Stretching away seaward into the Atlantic from the mainland of Massachusetts lies the storm-swept and sea-washed coast of Cape Cod, along whose sands are scattered the broken timbers of many a noble ship, and in whose waters hundreds of brave men have met the embrace of death.

From Monomoy Point, at Chatham, on the south, to Race Point, on the north, a reach of 40 miles, the Cape winds in a curve to the west, with a hook like a bent finger at the end, marking the entrance to Provincetown Harbor.

Not a rock shows upon this waste of storm-beaten coast, only the white, glistening sands, with the sea-gulls soaring above them. No jutting headlands or outlying shoals break the fury of the sea. Gales which blow from any point between northwest and southwest drive great foam-crested billows shoreward, until they break with a mighty roar against the high clay cliffs at Truro, or sweep with irresistible force across the sand dunes of Provincetown. On all the rugged Atlantic coast no spot has greater terrors for the mariner than this arm of shifting sands. It is not inaptly called the "Sailors' Graveyard."

Since that bleak December day when the Mayflower rounded Race Point and dropped anchor in Provincetown Harbor millions of treasure and thousands of human lives have been swallowed up in the mad sea which has beaten their ships into shapeless heaps of wreckage. The records show a total of almost 600 wrecks.

The accompanying illustration will enable the reader to visualize the

extent of the disasters to shipping in this dreaded section covering a period of 39 years. Such a picture can only approximate the location of the wrecked vessels, though due care has been exercised in placing them in the general region where they met their fate. It will be noted that the names of some of these vessels appear on the list more than once, which would indicate that in these instances the vessels had been salvaged after foundering only to meet with a second disaster on these same bleak shores:

List of Wrecked Vessels

- 1 Sept. 26, '75—Sch. Geo. H. Squires
- 2 Dec. 20, '75—Brig Annie and Lilly
- 3 July 27, '76—Sch. Washington Freeman
- 4 Dec. 18, '76—Sch. Ellie L. Smith
- 5 Feb. 20, '77—Sch. Thos. R. Pillsbury
- 6 Feb. 6, '80—Sch. Albert W. Smith
- 7 Aug. 16, '80—Sch. Estella
- 8 Dec. 3, '82—Sch. Pallas
- 9 Nov. 16, '83—Sch. Annis
- 10 July 5, '85—Sch. Emma
- 11 Mar. 15, '87—Sch. J. N. Eells
- 12 June 9, '87—Str. Wergeland
- 13 Nov. 1, '87—Sch. William E. Barnes
- 14 Feb. 16, '90—Sch. Kate J. Barrett
- 15 Mar. 25, '92—Sch. George M. Adams
- 16 Feb. 23, '95—Sch. Charles A. Briggs
- 17 Nov. 8, '95—Sch. Haroldine
- 18 Dec. 31, '95—Sch. Ellen Lincoln
- 19 July 15, '96—Sch. Richard Law
- 20 Oct. 29, '97—Sch. Nellie Lamper
- 21 Mar. 1, '00—Sch. Mondego
- 22 Jan. 3, '01—Sch. Lily
- 23 Oct. 8, '02—Sch. George W. Glover
- 24 July 30, '05—Sch. Livonia
- 25 Oct. 30, '07—Sch. Chester R. Laurence
- 26 May 23, '08—Sch. Mary L. Crosby
- 27 Sept. 28, '75—Sch. L. A. Watson
- 28 Sept. 28, '75—Sch. Florida
- 29 Oct. 24, '75—Sch. Mary Cobb
- 30 Oct. 28, '75—Sch. M. A. Coombs
- 31 Dec. 20, '75—Sch. Star
- 32 Dec. 29, '75—Sch. Dawning Day
- 33 Jan. 6, '76—Sch. Emma L. Porter
- 34 May 31, '76—Sch. Phoenix
- 35 June 9, '76—Sch. Richard W. Tull
- 36 June 9, '76—Sch. Ocean Traveller
- 37 July 30, '76—Sch. Elizabeth English
- 38 Jan. 17, '77—Sch. Perlit
- 39 Mar. 12, '77—Sch. Arctic
- 40 Jan. 24, '79—Sch. Seud
- 41 June 1, '79—Sch. Marshall Perrin
- 42 Jan. 25, '81—Sch. Edmund
- 43 Apr. 16, '82—Sch. Cabot
- 44 Sept. 12, '82—Sch. Mary Shields
- 45 June 11, '83—Sch. Albert H. Cross
- 46 Oct. 14, '83—Sch. Lettie Linwood
- 47 Nov. 26, '83—Sch. Effort
- 48 Oct. 21, '84—Sch. Calvin P. Harris
- 49 Mar. 17, '85—Sch. Virginia
- 50 Sept. 13, '85—Brig Francisca
- 51 Jan. 18, '86—Sch. Lexington
- 52 Aug. 29, '86—Sch. Marion Draper
- 53 Oct. 21, '87—Str. Alleghany
- 54 Oct. 23, '87—Sch. Alice H. Belden
- 55 Dec. 23, '87—Sch. Chas. E. Schmidt
- 56 Mar. 23, '88—Sch. Ella
- 57 Sept. 26, '88—Sch. H. A. DeWitt
- 58 Dec. 25, '88—Sch. Lanie Cobb
- 59 Dec. 30, '88—Sch. Sam. H. Walker
- 60 Feb. 2, '89—Sch. Lady of the Ocean
- 61 Mar. 30, '89—Sch. Annie F. Coulon
- 62 Sept. 12, '89—Sch. Nellie V. Rokes
- 63 Sept. 14, '89—Sch. Phineas W. Sprague
- 64 Nov. 3, '89—Sch. David S. Siner
- 65 June 20, '90—Sch. Vicksburg
- 66 Oct. 17, '90—Sch. Asa H. Perrin
- 67 Nov. 1, '90—Sch. Annie Elizabeth
- 68 Nov. 6, '90—Sch. King Doon
- 69 Dec. 30, '90—Sch. Robert Byron
- 70 Dec. 9, '91—Sch. Emma J. Smalley
- 71 Dec. 27, '92—Sch. Esther Ward
- 72 Feb. 7, '93—Str. Cottage City
- 73 Feb. 17, '93—Sch. W. Parnell O'Hara
- 74 Mar. 19, '93—Bark Allamaha
- 75 Apr. 24, '93—Sch. Jas. M. Flanagan
- 76 Sept. 3, '93—Sch. Maggie Mitchell
- 77 Nov. 28, '93—Sch. Eliza B. Emory
- 78 Sept. 5, '94—Sch. Mary J. Castner
- 79 Oct. 10, '94—Sch. Leander F. Gould
- 80 Mar. 29, '95—Sch. Oliver Schofield
- 81 Jan. 6, '96—Sch. Lewis Jane
- 82 May 21, '96—Sch. Clifton
- 83 Aug. 24, '98—Sch. Carrie L. Payson
- 84 Nov. 26, '98—Sch. Lendall
- 85 Oct. 1, '99—Sch. Winnie Laury
- 86 Jan. 21, '01—Sch. Electa Bailey
- 87 Dec. 15, '01—Sch. Amanda E.
- 88 Jan. 1, '02—Sch. Emma D. Endicott
- 89 Feb. 1, '02—Sch. Alice T. Boardman
- 90 Aug. 7, '02—Sch. Nautilus
- 91 Mar. 18, '03—Sch. Sebago
- 92 Sept. 3, '04—Sch. Cora May
- 93 Feb. 18, '05—Sch. Ramona
- 94 Nov. 30, '05—Sch. Charles E. Sears
- 95 May 10, '06—Sch. Pastime
- 96 Nov. 24, '06—Sch. L. A. Plummer
- 97 Oct. 8, '07—Sch. S. H. Sawyer
- 98 Sept. 6, '09—Sch. Chatham
- 99 May 16, '10—Sch. David K. Akin
- 100 Nov. 22, '11—Sch. Henry May
- 101 Apr. 9, '12—Sch. Samuel Castner
- 102 July 18, '12—Sch. Electric Flash
- 103 Dec. 11, '12—Sch. Harriet Buckman
- 104 Feb. 8, '13—Sch. Lucia Porter
- 105 May 28, '13—Str. Gov. Cleaves
- 106 Nov. 2, '13—Sch. Henrietta Simmons
- 107 Oct. 5, '75—Sch. D. W. Clark
- 108 Sept. 28, '76—Sch. Capital
- 109 Dec. 24, '76—Sch. Mary T. Bryan
- 110 Jan. 2, '77—Sch. Walter Irving
- 111 Jan. 2, '77—Sch. Massachusetts
- 112 Jan. 15, '77—Sch. Starry Flag
- 113 Sept. 27, '78—Sch. Water Lily
- 114 Feb. 3, '80—Sch. Carl D. Lothrop
- 115 Mar. 26, '81—Sch. Light of the East
- 116 Apr. 9, '81—Sch. Alice T. Boardman
- 117 Sept. 14, '81—Sch. City of Augusta
- 118 Oct. 4, '81—Brig Clara J. Adams
- 119 Dec. 10, '81—Sch. J. A. Hatfield
- 120 Mar. 30, '84—Sch. Wm. H. Mailler
- 121 Apr. 3, '84—Sch. Robert B. Smith
- 122 Dec. 20, '84—Sch. Panchita
- 123 Mar. 17, '85—Sch. Eddie Pierce
- 124 Jan. 31, '86—Sch. Sophie Kranz
- 125 Mar. 9, '86—Sch. Hannah E. Shubert
- 126 Mar. 22, '87—Sch. Oliver Ames

- 127 Sept. 15, '87—Starry Flag
 128 Sept. 26, '88—Sch. Anna E. Ketchum
 129 Dec. 16, '90—Sch. William Emerson
 130 Apr. 9, '94—Bark Belmont
 131 Jan. 5, '95—Sch. Job H. Jackson, Jr.
 132 Aug. 5, '96—Sch. Centennial
 133 Sept. 14, '96—Bark Moule Tabor
 134 Oct. 18, '97—Sch. Lodowick Bill
 135 Nov. 27, '98—Sch. Albert L. Butler
 136 Jan. 29, '99—Sch. Cathie C. Berry
 137 May 3, '99—Sch. Helena
 138 Oct. 6, '00—Sch. Katie G. Robinson
 139 June 15, '01—Sch. Theta
 140 Feb. 7, '02—Sch. Jennie C. May
 141 Feb. 11, '02—Sch. Henry
 142—Sept. 15, '04—Str. Joseph Church
 143 Sept. 30, '05—Sch. Asprey
 144 Sept. 11, '07—Sch. Smuggler
 145 Aug. 29, '10—Sch. Spectator
 146 Oct. 8, '10—Sch. Martha P. Small
 147 Nov. 6, '10—Sch. George P. Hudson
 148 Jan. 10, '11—Barge Pine Forest
 149 Jan. 10, '11—Barge Treverton
 150 Jan. 10, '11—Barge Corbin
 151 Mar. 17, '11—Sch. Marcus L. Urans
 152 Apr. 30, '11—Sch. Metime
 153 Aug. 23, '13—Sch. W. H. Moody
 154 Apr. 12, '14—Bark Matanzas
 155 Nov. 12, '75—Bark Star King
 156 Jan. 1, '76—Sch. Cuba
 157 Jan. 11, '82—Sch. A. F. Ames
 158 Dec. 3, '82—Sch. Oliver Ames
 159 Nov. 2, '83—Sch. Mary Riley
 160 Nov. 29, '83—Sch. Amazon
 161 Oct. 18, '84—Sch. Commander
 162 Dec. 6, '85—Sch. Raymond T. Maull
 163 July 15, '87—Sch. Cyrus Chamberlain
 164 Apr. 11, '88—Sch. Rival
 165 Apr. 19, '88—Sch. Leonessa
 166 Sept. 9, '88—Sch. Ethel
 167 Feb. 24, '89—Sch. Susan R. Stone
 168 Apr. 23, '89—Sch. James Drinan
 169 Apr. 30, '89—Sch. Gov. James Y. Smith
 170 May 18, '89—Sch. Ethel Maud
 171 Mar. 26, '90—Sch. Ethel Maud
 172 Sept. 15, '90—Sch. Ethel Maud
 173 Jan. 26, '91—Sch. Sylvester Whalen
 174 Feb. 2, '91—Sch. Julia E. Whalen
 175 Nov. 1, '91—Sch. Alice Raymond
 176 Sept. 27, '92—Sch. Little Jennie
 177 Dec. 4, '92—Sch. Ralph E. Eaton
 178 Dec. 28, '92—Sch. Welcome
 179 Feb. 25, '93—Sch. W. Parnell O'Hara
 180 Mar. 25, '93—Sch. Mary A. Hood
 181 Feb. 12, '94—Sch. Fortuna
 182 June 12, '94—Sch. Abden Keene
 183 Jan. 3, '95—Sch. Addison Centre
 184 Jan. 26, '95—Sch. Julia S. Bailey
 185 Oct. 18, '95—Sch. Eliza Levensaler
 186 Nov. 16, '95—Sch. Lottie S. Haskins
 187 Feb. 17, '96—Sch. Gertie S. Winsor
 188 Apr. 12, '96—Schooner Almeida
 189 Dec. 4, '96—Sch. Edgar Randall
 190 May 2, '97—Sch. Ethel Maud
 191 Aug. 1, '97—Str. C. W. Morse
 192 Aug. 1, '97—Barge C. C. Chapman
 193 Aug. 1, '97—Barge Knickerbocker
 194 Aug. 5, '97—Sch. Boyd & Leeds
 195 Feb. 24, '98—Sch. S. M. Bird
 196 Apr. 5, '98—Sch. Thomas Brundage
 197 July 29, '98—Sch. Addison Centre
 198 May 3, '99—Sch. Robert Byron
 199 May 10, '01—Sch. Two Forty
 200 Aug. 4, '01—Str. Mary E. Harty
 201 Nov. 8, '01—Sch. Lizzie Griffin
 202 Nov. 9, '01—Sch. Addison Centre
 203 Oct. 24, '03—Sch. Dawson City
 204 Jan. 5, '04—Sch. Yakima
 205 Apr. 9, '05—Sch. Jubilee
 206 Apr. 28, '05—Sch. Julia Costa
 207 July 18, '06—Sch. Helen G. Wells
 208 Sept. 11, '06—Sch. Minnie Slawson
 209 Oct. 26, '06—Sch. E. C. Hussey
 210 Nov. 20, '06—Sch. Francis Whalen
 211 Dec. 17, '06—Sch. Jos. W. Lufkin
 212 Feb. 4, '07—Sch. Alice M. Guthrie
 213 Aug. 4, '07—Sch. Albert Geiger
 214 Nov. 4, '07—Sch. Ellen C. Burke
 215 Dec. 4, '07—Sch. Harold J. McCarthy
 216 Jan. 30, '76—Sch. J. B. Woodbury
 217 May 14, '77—Sch. Clara B. Chapman
 218 Oct. 13, '78—Sch. Tunis Depew
 219 Oct. 13, '78—Sch. T. & C. Howes
 220 Nov. 24, '78—Sch. Moriatta Sreelman
 221 Dec. 8, '78—Sch. Menawa
 222 Dec. 21, '79—Sch. Trellis
 223 Feb. 13, '80—Sch. Leander A Knowles
 224 Jan. 3, '82—Sch. Dart
 225 Nov. 2, '82—Sch. Cora
 226 Dec. 6, '82—Sch. Enoch Robinson
 227 May 11, '83—Sch. T. S. McLellan
 228 June 23, '83—Brig Martha A. Berry
 229 Sept. 9, '83—Sch. Nautilus
 230 Sept. 27, '83—Sch. Ernest T. Lee
 231 Nov. 3, '83—Sch. Koret
 232 Jan. 5, '84—Sch. Mary Steel
 233 Feb. 29, '84—Sch. Wm. B. Herrick
 234 Mar. 31, '84—Sch. W. D. Cargill
 235 Apr. 18, '84—Sch. Mary Eva
 236 Sept. 10, '84—Sch. Tillie Vanderherchen
 237 Mar. 10, '85—Sch. Bertha J. Fellows
 238 June 17, '85—Sch. Eva C. Yates
 239 July 16, '85—Sch. Abbie C. Stubbs
 240 Aug. 18, '85—Sch. Pantamount
 241 Oct. 11, '85—Sch. Annie E. Kranz
 242 Nov. 28, '85—Sch. Moses Webster
 243 Dec. 22, '85—Sch. Louisa Smith
 244 Apr. 1, '86—Sch. Prescott Hazel-tine
 245 Oct. 30, '86—Sch. Hattie V. Kelsey
 246 Dec. 2, '86—Brig H. C. Sibley
 247 Dec. 6, '86—Sch. Sylvi
 248 Mar. 15, '87—Sch. Chromo
 249 Apr. 8, '87—Sch. Tookolita
 250 May 13, '87—Sch. Hattie B. West
 251 May 27, '87—Sch. Alexandria
 252 July 3, '87—Bark R. A. Allen
 253 Aug. 31, '87—Brig H. B. Hussey
 254 Nov. 11, '87—Sch. John Linsey
 255 Mar. 29, '88—Sch. Landseer
 256 May 10, '88—Sch. Carrie C.
 257 June 3, '88—Sch. Rebecca J. Moul-ton
 258 Oct. 10, '88—Sch. Rabboni
 259 Oct. 10, '88—Bark Nellie E. Rumball
 260 Oct. 19, '88—Sch. Lizzie Babcock
 261 Jan. 19, '89—Sch. Wm. L. Bur-roughs
 262 Apr. 13, '89—Sch. Ida May
 263 May 18, '89—Sch. Nettie M. Rogers
 264 Apr. 26, '90—Sch. Albert Woodbury
 265 Sept. 22, '90—Sch. Fred Walton
 266 Sept. 24, '90—Sch. Mary O. Teel
 267 Sept. 24, '90—Sch. Grampus
 268 Oct. 17, '90—Sch. Jane L. Newton
 269 Nov. 16, '90—Sch. Lizzie Young
 270 Nov. 30, '90—Sch. Hattie I. Phillips
 271 Jan. 31, '91—Sch. Augustus Hunt
 272 Feb. 5, '91—Sch. George S. Tarbell
 273 Feb. 16, '91—Sch. Florida
 274 Sept. 8, '91—Sch. E. A. Williams
 275 Sept. 12, '91—Sch. Alice J. Crabtree
 276 Oct. 7, '91—Sch. M. M. Merriam
 278 Oct. 23, '91—Sch. Edith T. Gaudy
 279 Nov. 20, '91—Sch. Abbie H. Hudg-man
 280 Dec. 7, '91—Sch. John P. Kelsey
 281 Dec. 28, '91—Sch. Juno
 282 Apr. 26, '92—Brig Harry Stewart
 283 July 10, '92—Sch. Maggie J. Chad-wick
 284 Sept. 5, '92—Sch. George B. Markle
 285 Oct. 14, '92—Sch. Frank Leaming
 286 Oct. 22, '92—Sch. Viola
 287 Nov. 16, '92—Sch. Sooloo
 288 Nov. 21, '92—Sch. Eva May
 289 Dec. 3, '92—Sch. Beechwood
 290 Dec. 22, '92—Sch. Charlotte Fish
 291 Feb. 16, '93—Sch. Rebecca J. Moul-ton
 292 Apr. 6, '93—Sch. Rogers
 293 Apr. 19, '93—Sch. Nellie Lamper
 294 July 15, '93—Sch. Thos. W. Hyde
 295 Sept. 8, '93—Sch. John P. Kelsey
 296 Oct. 21, '93—Sch. Henry Friend
 297 Nov. 7, '93—Sch. Annie W. Akers
 298 Nov. 25, '93—Sch. Franklin
 299 Jan. 12, '94—Sch. Laura E. Messer
 300 Mar. 27, '94—Sch. Andrew Peters
 301 July 2, '94—Sch. Enola C.
 302 Aug. 28, '94—Sch. Sarah D. Fell
 303 Sept. 9, '94—Barkentine Henry Norwell
 304 Oct. 10, '94—Sch. Light of the East
 305 Oct. 12, '94—Sch. Calvin B. Orcutt
 306 Oct. 16, '94—Sch. Ellen Morrison
 307 Oct. 18, '94—Sch. John Lenthall
 308 Nov. 27, '94—Sch. Maria O. Teel
 309 Nov. 29, '94—Sch. Royal Arch
 310 Dec. 22, '94—Sch. Laura L. Sprague
 311 Feb. 10, '95—Sch. Prudent
 312 Mar. 30, '95—Sch. Henry Withing-ton
 313 Apr. 5, '95—Sch. Bessie Parker
 314 May 25, '95—Sch. Grace C. Hadley
 315 June 5, '95—Brig Rocky Glen
 316 Aug. 10, '95—Sch. Hunter
 317 Aug. 10, '95—Sch. Harriet C. Kerlin
 318 Aug. 19, '95—Sch. Hattie & Lottie
 319 Aug. 25, '95—Sch. Benjamin Oliver
 320 Aug. 27, '95—Sch. Morning Star
 321 Aug. 28, '95—Sch. Carrie Walker
 322 Nov. 30, '95—Sch. Gov. James Y. Smith
 323 Apr. 11, '96—Sch. James A. Parsons
 324 May 22, '96—Sch. Arthur M. Gibson
 325 Aug. 24, '96—Bark Golden Sheaf
 326 Sept. 20, '96—Sch. Edith L. Conley
 327 Dec. 14, '96—Sch. Cora C. Meader
 328 May 1, '97—Sch. Alfaretta S. Snare
 329 Aug. 5, '97—Sch. Annie L. Sanborn
 330 Aug. 16, '97—Sch. Isaiah Hart
 331 Oct. 9, '97—Sch. Empress
 332 Oct. 17, '97—Sch. Humboldt
 333 Mar. 13, '98—Sch. Arona
 334 May 31, '98—Sch. Isaiak K. Stetson
 335 Sept. 20, '98—Barkentine Harriet S. Jackson
 336 May 25, '99—Sch. Florence Pearl
 337 Sept. 24, '99—Barge Calabria
 338 Oct. 5, '99—Sch. Delaware
 339 Oct. 12, '99—Sch. Humboldt
 340 May 15, '00—Sch. Oliver Wendell Holmes
 341 Sept. 3, '00—Sch. Lizzie Smith
 342 Dec. 24, '00—Barge C. R. R. of N. Y. No. 10
 343 Jan. 21, '01—Sch. Silver Spray
 344 May 7, '01—Bark Ethel
 345 May 17, '01—Sch. Francis Whalen
 346 Aug. 17, '01—Sch. John T. Cullinan
 347 Sept. 3, '01—Sch. Siassa
 348 Oct. 7, '01—Sch. Victor
 349 Nov. 4, '01—Sch. Atrato
 350 Mar. 11, '02—Str. Sweepstakes
 351 Mar. 11, '02—Sch. Wadena
 352 Mar. 11, '02—Sch. John C. Fitz-patrick
 353 Mar. 19, '02—Sch. Elwood Burton
 354 Apr. 11, '02—Sch. Paxinos
 355 June 8, '02—Sch. Annie Laura
 356 Aug. 16, '02—Sch. Irene Meservey
 357 Sept. 15, '02—Sch. Viking
 358 Nov. 29, '02—Sch. Phoenix
 359 Dec. 12, '02—Sch. Nettie Franklin
 360 Jan. 18, '03—Sch. Emeline G. Sawyer

(Continued on page 14).



A Fisheries Windfall

By M. H. NICKERSON

THE fish industry on the Atlantic coast of Canada stands a tolerably fair chance to receive substantial aid from the Federal government, not as a gratuity, but as the payment of a just and reasonable debt. The four Maritime provinces are laying claim to an arrearage of interest on the so-called Halifax award, the sum from which the fishing bounty is derived. That sum, amounting to \$4,500,000, was paid by the United States into the Canadian exchequer as indemnity for privileges accorded the New England fishing fleet in the territorial waters of the Dominion and the ports of the provinces, under the terms of the Washington Treaty, ratified between the two countries in 1871, to continue for 12 years.

One clause of the agreement stipulated that at some period during its life, a joint commission should meet and appraise the concessions made on the part of Canada over and above whatever profit might accrue to the latter by the free admission of fish into the United States, besides the sale of bait and sea stores to the vessels at the various places of call. In fact, it was considered by both the contracting parties that the Americans would have the best of the bargain, and a final adjustment would be necessary before the treaty expired.

Accordingly, the convention held sittings at Halifax in the summer of 1877. It was really a revisors' court where an international assessment was to be fixed and determined. On one side was a chief commissioner from Great Britain, for the Dominion was yet in its nonage. He was attended by some Canadian jurist of repute, while the other side was under able leadership, that of an eminent publicist, if I remember correctly, while his staff was nowise lacking in legal acumen. The conference, which lasted many days, resulted in the above-mentioned award, which at that time was hailed as a triumph of Canadian diplomacy.

The indemnity was paid over in the same year, 1877; but in its expenditure the provincial rights involved were not taken into account till four years afterwards, namely, in 1882. Then the question was raised in Parliament by the members from Yarmouth and Lunenburg, both counties being largely interested in bank fishing. It was argued that the indemnity was, in effect, the rental for the domestic fishing grounds to a foreign power. This was quite true, with the qualification that the areas so leased lay within the three-mile limit, and hence the compensation should go to recoup the shore fishermen who plied their calling in small boats. These, however, had no advocate at court, no champion in the Commons, and when the gross amount was at length funded to provide a nucleus (by interest thereon) for the fishing bounty, as set forth in the act, the larger portion was allotted to the vessel owners and their crews. The appropria-

tion for bounty purposes amounted yearly to \$160,000 or thereabouts, and that scale has been followed, with slight variations, ever since. Nova Scotia's quota has been right along something like \$100,000, of which the deep-sea branch absorbs \$30,000, more or less.

The fishing bounty to each man was a mere pittance. Yet it was better than nothing, and its origin was soon forgotten. But the beneficiaries had overlooked one important fact: The award was paid in 1877; the paying of the bounty, from which it was derived, began in 1882. The interest for that interval, almost five years, had been left out of the reckoning. In strict justice it is still due and recoverable, as a matter of equity and moral obligation, if not by the statute. But nothing was done; nothing was said about it, till I interpellated the Ottawa government about 12 years ago, through the good offices of the then finance minister. The hearing was not unfavorable.

Last year I renewed the agitation with a direct appeal to quarters that could not afford to ignore it, as coming too near home. I asked the legislatures of the four Maritime provinces to examine the validity of the question; and if a clear title could be established, I suggested that joint action should be taken by those bodies in demanding a settlement. Prince Edward Island and Nova Scotia responded with alacrity. Each adopted a resolution in the popular assembly, timely, pertinent and pointed. The other two hesitated as if uncertain of their bearings; but they will probably form in line before long. Be that as it may, the demand will be formulated and vigorously pushed when Parliament again convenes. It will be following the path mapped out in the said resolutions, which went forward to the seat of authority, and engaged the active attention of some members, to whom the subject was quite new, but who will post themselves during the recess for the service expected of them when the hour for action arrives. The department at Ottawa has admitted the facts in the premises, but I cannot learn whether any obligation was assumed.

I hold that the use of this sum, if ever set apart as desired, would be most beneficial if applied to the general improvement of the industry, its catching, curing and conveying branches, the one grand essential to the success of the calling as a whole being a system of cold storage, both for preserving and forwarding; in short, a judicious arrangement for refrigeration at receiving and shipping stations, as well as chilled space in the holds of the freighting packets. At bank interest, the sum claimed should be over half a million, and instead of being dispensed by the central government should be allotted in due proportion to the Maritime provinces for disposal.

Fishermen's Race News

October 1st and 3rd Picked For Contest — Say Canada Will Be Contestant — Mayflower Lands Big Fare

ACCORDING to a recent announcement in the Halifax Herald, the 1921 Fishermen's Races will be held off Halifax, Oct. 1 and 3, and, if necessary, Oct. 4. The Canadian elimination contests are scheduled for Sept. 24 and 26, but as yet the dates of the American preliminary contest have not been announced. The number of entries already received for the elimination races by the Canadian committee would indicate that every effort will be made by the Nova Scotians to develop a winning schooner. While the Bluenose and the Canada are more often mentioned as possible challengers, there are many other schooners sailing out of Nova Scotian ports whose skippers believe capable of taking the measure of the two new members of the Canadian fleet.

Captain Angus Walters, skipper of the schooner Bluenose, which arrived at Lunenburg recently, from her first trip to the Banks with 900 quintals of fish, reports having passed the schooner Mayflower on the Banks, but both vessels were sailing in opposite directions and there was no opportunity to get any idea of the American schooner's ability.

The Bluenose is in bad trim and carries too much concrete forward; but some of this will be removed when the fishing season is over, and there will also be some alterations in her canvas, which does not fit satisfactorily. All the crew are of the opinion that she is an A1 fisherman. She proved very satisfactory on her first trip and is a good sailer, also very handy in stays.

The Canada, Shelburne's pride on the fishing banks, will be in the elimination races next fall, according to Fraser Gray of LaHave, who has taken a great interest in the schooner. He says that she is the fastest boat that ever left Shelburne, and he believed she was as fast as any fishing vessel sailing out of an eastern Canada port. He said that without doubt she would be in the races this fall. According to word received by Mr. Gray, the Canada had a race with the schooner

Kathleen Conrad. The contest was for 50 miles to the Banks, and the Conrad boat had to start her engines to keep up with the fleet Canada, at which the Canada proved a winner.

Mayflower Lands Big Fare

That the Mayflower is a fisherman is best evidenced by the result of her maiden trip salt fishing on the Grand Banks. On July 14 she put into Gloucester with "all her salt wet," hailing for close to 200,000 pounds.

According to Captain Larkin she will easily hold 400,000 pounds, which should be a sufficient answer to those who criticize her model with respect to her stowing capacity.

Another pair of main shrouds were given the Mayflower, July 20, by M. J. Connolly, the master rigger. The rigging is now regarded as amply strong to support the mast under any condition of wind and sea. The additional chainplate is about 30 inches abaft the original after-shroud. Hemp lanyards, especially made for the vessel now replace the lanyards that caused considerable trouble by stretching while the schooner was on the Grand Banks.



SCHOONER MAYFLOWER

Rounding Eastern Point, Gloucester-Bound, with First Fare.

The Mayflower was floated from the Winnisimmet railway, Chelsea, and was towed to T Wharf, where she fitted out for a salt trip to Quero. She took on 200 hogsheads of salt. The hull was found to be in splendid shape, requiring very little attention other than freeing the rudder. Captain Larkin expects to return about mid-September, in time for the elimination races.

Wants to Represent Gloucester

Captain W. W. Howard, owner of the schooner Elizabeth Howard, has made presentations to the American committee to be allowed to enter his schooner in the American elimination races as a Gloucester representative. In a letter to the Gloucester Times, Mr. Howard says that the Elizabeth Howard may be considered as a fit representative of Gloucester, although registered at the

port of New York. She always has fitted out in Gloucester and always has carried a Gloucester crew. She has been more frequently at Gloucester than in New York.

According to a former master of the vessel she has done 16 knots an hour with a full cargo of salt aboard.

NEW U. S. TARIFF PROTECTS FISH

A measure known as the Fordney bill was passed recently by the House of Representatives at Washington. It is designated, "A bill to provide revenue, to regulate commerce with foreign countries, to encourage the business of the United States, and for other purposes."

A summary of the provisions bearing upon the fish industry follows:

"All fish, fresh, frozen, or packed in ice, not specially provided for, one cent per pound.

"Fish, dried, salted or unsalted, 13-4 cents per pound; skinned or boned, including herring skinned, in bulk, or in immediate containers weighing with their contents more than 30 pounds each, 21-2 cents per pound, including the weight of the container and its contents.

"Herring or mackerel, pickled or salted, whether or not boned, when in bulk or in immediate containers weighing with their contents more than 30 pounds each, 11-2 cents per pound, including the weight of the immediate container and the brine, pickle and salt.

"Fish (except shellfish) by whatever name known, packed in oil or in oil and other substances, 26 per cent. ad valorem; all other fish (except shellfish) pickled, salted, smoked, kippered or otherwise prepared or preserved (except in oil or oil and other substances) in immediate containers weighing with their contents not more than 30 pounds each, 20 per centum ad valorem; in bulk or in immediate containers weighing with their contents more than 30 pounds each, 11-4 cents per pound, including the weight of the immediate container with the contents.

"Gill nettings, nets, webs, and seines, or other nets for fishing, composed wholly or in chief value of flax, hemp or ramie, shall pay the duty per pound as the highest rate imposed in this act upon any of the thread, twine or cord of which the mesh is made, and, in addition, 10 per centum ad valorem. (The duty on the thread, twine and cords is fixed at 23 per cent. ad valorem in round figures, with many special specifications on technical sizes.)

"Fishhooks and fishing tackle not otherwise provided for, 35 per cent. ad valorem."

The following special provision is made regarding salt: . . . "Provided, that imported salt in bond may be used in curing fish taken by vessels licensed to engage in the fisheries and in curing fish on the shores of the navigable waters of the United States, under such regulations as the Secretary of the Treasury shall prescribe; and upon

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Other
Marine
Specialties

Quality
and
Durability
Count in
Heavy
Weather



Meteor Type—Evenly Balanced and Sturdy

EDSON MANUFACTURING CORP.

257 Atlantic Ave., Boston, Mass.

proof that the salt has been used for either of the purposes stated in this proviso, the duties on the same shall be remitted."

BANNER YEAR FOR BRITAIN

Last year, according to the British Sea Fisheries Report, the quantity of fish landed by British fishing vessels was 1,458,441,300 pounds, valued at £21,202,521, while the value of the shellfish was £615,949, and the total value £21,818,407. This is the greatest value in the records of the fisheries, both in regard to wet fish and shellfish. The increase since 1918, the last year of the war, was nearly a billion pounds weight and over £7,000,000.

Despite these excellent figures, if it were possible to give an account of the increase in the costs of operating the fishing vessels and carrying on the industry the picture would not be so pleasing.

An interesting table is given, showing the quantity of wet fish landed by the different types and classes of vessels in each year since 1910. The striking feature brought out by this table is the remarkable growth of the motor boat fleet and the steady decrease in sailing craft. Here are the figures showing poundage in hundredweight of wet fish landed by first-class vessels of both types:

	Motor	Sailing
1910	5	1167
1913	225	761
1920	502	222

To Harvest Fish by the Ton

New Craft Has Capacity to Catch and Care for 600 Tons Every 24 Hours — Equipped with a Packing-House Plant — Liberator Expected to Yield \$200,000 a Month

ON May 10th there was launched from the little hamlet of Lybeck, Fla., a weird looking craft named the Liberator, resembling somewhat a double-decked dredge, which is designed to "harvest" fish on a wholesale scale hitherto undreamed of. It is called an Ocean Harvester, and was invented by the late Captain Niels A. Lybeck, who conceived and developed one of the first successful oyster dredges.

It is expected that this new contrivance will be ready for her first operating tests before August. If the harvester even approximates the hopes of her backers it is likely to revolutionize fishing methods the world over. Though she cost about \$200,000, according to her promoters, it is expected that she will pay for

most convenient point for unloading. A seaplane is to be used for locating fish.

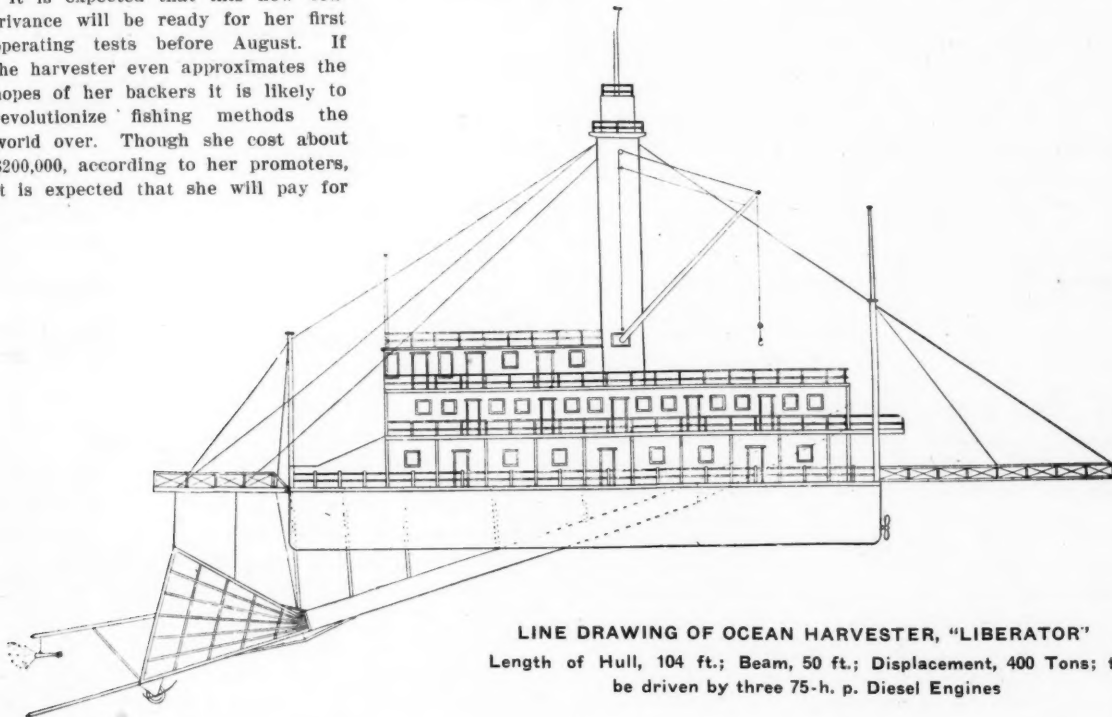
The net, which is 50 feet wide and 20 feet deep, is held forward of the boat, supported by cables attached to counter-balances that work up and down the hollow masts.

According to prospectus the operation of this new craft is as follows: "Advised by a scouting seaplane of the location of a school, the 'harvester' is sped to the scene

catch them? This is the biggest problem that is facing the companies operating beam trawler fleets today.

NEW AGENTS FOR FRISCO ENGINES

L. D. Lothrop & Son, the well-known wholesale and retail dealers in deep-sea fishing supplies and fishermen's outfits of all kinds, have recently been appointed Eastern representatives for the celebrated



LINE DRAWING OF OCEAN HARVESTER, "LIBERATOR"

Length of Hull, 104 ft.; Beam, 50 ft.; Displacement, 400 Tons; to be driven by three 75-h. p. Diesel Engines

herself once each month! She is equipped to take in and handle 600 tons of fish every 24 hours!

The boat has complete lay-out and equipment for receiving, sorting, packing and refrigerating fish; machinery for stripping off skin and extracting oils; for electrolysis and dehydrating; facilities for recovering, out of the scrap, every particle useful in the manufacture of glue, soap, cooking fats, paint, stock feed and fertilizer, and reducing these to least bulk, and the best conditions for handling or further conditioning. Conveyors carry the materials to each required operation, then to the

by triple screw propellers, each powered by a 75 h. p. full Diesel engine. The forward movement of the vessel will force fish of any and all sizes back to the throat of the large steel net, when they land on an endless conveyor. Whales, sharks, etc., that are too large for the opening are cut up by knives before being conveyed to the deck.

"At night the 'harvester's' searchlights are employed as a means of attracting fish into the path of the oncoming vessel."

Some vessel? We'll say so. But what plans have these promoters for marketing their fresh fish if they

Frisco Standard Marine Gas Engines. This is the engine which revolutionized the fishing methods on the Pacific coast, having been first introduced in 1902, and its supremacy has been maintained during all this period because it has been earned by steady, reliable service throughout the many years of operation on the fishing banks in all kinds of weather. A complete stock of Frisco Standard engines and accessories will be carried at all times so that Frisco Standard owners may be assured of the kind of service that means service in every sense of the word.

ATLANTIC FISHERMAN

100 BOYLSTON ST., BOSTON, MASS.

PUBLISHED MONTHLY

A journal of news, technical, and general information for those in the fishing industry, or for those in trades kindred therewith.

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ADVERTISEMENTS

Changes of advertising copy must be at our office by the 20th of the month to effect the issue following. Technical matter and news notes pertaining to the fishing industry are solicited.

Vol. I.

JULY, 1921.

No. 6

FISH INDUSTRY AWAKENING



It is evident that the fish industry is about due for an awakening from its lifelong lethargy.

A sign of the times is the appearance here and there in the public press of items relating to the need of modern merchandising methods if the fish industry hopes to get any-

where. The Commercial Bulletin, in a recent issue, points out that the fishing industry is perhaps the only great American industry which has not had the benefit of continuous advertising on an elaborate scale. Furthermore it says that from all outward appearances there is an indication that the large wholesale dealers are satisfied to accept such business as comes along without making any effort whatever to expand or go after new business.

The Boston Chamber of Commerce publication, Current Affairs, has this to say: "The growth of the fishing industry could unquestionably be hurried to the advantage of both producer and consumer by an intelligently executed advertising campaign. And such a campaign is coming, but how soon, cannot be predicted. All depends upon the progressiveness of the members of the industry and their ability to organize and co-operate. The United States Fisheries Association with ardent support and interest is in a position to develop and execute such a campaign."

If the United States Fisheries Association is

waiting until it can secure the co-operation of every last one in the fish industry, it is waiting for the millennium. It would seem that the present members comprise a large enough body to start something.

PROOF OF THE PUDDING

IN the face of all the unwarranted criticism of the Mayflower as a bona fide fisherman it is pleasant to run across such a writing as the following which appeared editorially in a recent issue of the Boston Post:

"We are glad to note the arrival at Gloucester of the Mayflower from the Banks. The Mayflower, as most people know, is the boat built by a Boston syndicate as a candidate to defend the Halifax Herald cup, won last year by the Esperanto. In spite of the reiterated intent that the vessel was primarily a fishing craft, there was considerable feeling at the time of the building that she was put forth simply as a cup-racer and nothing else.

"But in order to be eligible for the defense, the Mayflower had to go a-fishing—and she went. Now she sails into Gloucester harbor with her holds full of fish estimated to weigh about 250,000 pounds. And when this is unloaded she will set out for the Banks again, we presume.

"Yes, the Mayflower is a fisherman. Good enough!"

There has never been any question as to the genuineness of the Mayflower as a fisherman among those who have been close to the project. After all, the old "proof-of-the-pudding" adage is a pretty good one to tie up to.

SHORT LOBSTER SHIPMENTS DOOMED

IN the March issue of the ATLANTIC FISHERMAN there appeared a small news item relating to the shipment of short lobsters from Nova Scotia to Boston, where they were confiscated and placed in Massachusetts waters to the advantage of local fishermen.

The public press of Canada took up the matter rigorously with the result that the Fisheries Department of Ottawa has just issued a "letter" to lobster exporters which threatens the enactment of an inspection measure unless the fishermen "give heed to the matter immediately".

While Massachusetts fishermen have been profiting by the careless practices of Nova Scotia shippers, we believe that they are willing to forego any advantage which might come at the expense of their northern neighbors.

Incidentally, it is gratifying to know that the ATLANTIC FISHERMAN has already demonstrated its practical influence for good in the fishing field.

AUTOLINE OIL AND THE FISHING INDUSTRY

By Paul Skelding, Sales Engineer
Wm. C. Robinson & Son Co.

DURING the past 10 years an important development has revolutionized the fishing industry of New England and, indeed, of the entire Atlantic coast. The constant demand of our cities for fish, more fish, and, above all, fresh fish, has developed a necessity for speed—speed in production, and, above all, speed in delivery of the fresh fish from the sea to market.

Through this demand for speed has come the phenomenal rise of the auxiliary engine. Few, indeed, are the vessels putting out from our fishing ports today that are not equipped with auxiliary power gasoline, oil or Diesel engines. From the Fairbanks-Morse Co. alone comes the statement that 500 fishermen on New England and the New Brunswick coast are propelled by its "C-O" marine engines and that a single large fishing company is employing 50 of these engines.

The enormousness and importance of these figures give rise to another consideration no less real and no less important. All of these marine engines must be lubricated and they must be correctly lubricated. Probably no type of power presents more difficulties and problems of lubrication than the internal combustion engine on a fishing craft. Upon the lubricating oil devolves the duty of keeping the engine operating and operating efficiently, and in so doing it must withstand the dampness and climatic conditions, it must operate readily under extreme low temperatures and at the same time, and probably most important, must not break down under the heat of the internal combustion engine.

Autoline Oils, manufactured by Wm. C. Robinson & Son Co. of Baltimore, with branches in most of the Eastern cities, have been perfected to meet the most exacting conditions and have proven themselves safe and dependable oils. Produced from the finest of paraffin based Pennsylvania crude oils, they are, in themselves, lubricants of the highest quality and have been specially prepared for the requirements of marine and other internal combustion engines by scientific refining. A process of fractional distillation separates from them all of the lighter, more volatile oils and gases, and renders them impervious to the high temperatures of the motor. Further

treatment removes the excess paraffin and enables them to operate freely in extreme cold while a final filtration without the addition of acid or other injurious material renders them absolutely pure and frees them from all foreign matter and impurities which tend to carbonize the engine. Thus they are fitted for the fisherman's requirements, the importance of which cannot be overestimated.

Donald B. MacMillan, commander of the Arctic-bound schooner "Bowdoin," in a letter written just before his departure, made a statement which, while referring to his own expedition, applies directly to every auxiliary fisherman leaving port today. He said: "The success or failure of such a trip as we are contemplating depends largely upon the efficiency of our propelling power, and that, in turn, upon the excellence of its lubricants, with which no chances should be taken when going 2,000 miles north of any supply. I have

looked up Autoline and know that we can depend upon it to put us there."

With the growth and development of the auxiliary engine has grown the consumption of Autoline, until today it holds a unique position in the lubrication of our fishing crafts. The New London Ship and Engine Co., manufacturers of "NLSECO" heavy oil engines, use Autoline Oils in their shop tests and recommend it to purchasers of their engines. The Electric Boat Co. at Quincy, Mass., builders of submarines, are large users of this oil, and manufacturers of marine engines all over the country have recognized its superior qualities and have endorsed it.

But the real test, the most exhaustive test of all, has been made by the fishermen themselves. It is that test that has been accountable for the growth of the oil and that test alone that has made "Autoline" a password with every fisherman on the Banks.

Boston to Baffin Land

ON

AUTOLINE
TRADE MARK
OIL



DONALD B. MACMILLAN, F. R. G. S.

America's Foremost Explorer, Says:

"I have looked up Autoline and know that we can depend upon it to put us there."

FISHERMEN OF THE ATLANTIC!

We recommend AUTOLINE for your marine engines

WM. C. ROBINSON & SON CO.

Oils for 89 Years

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PHILADELPHIA
CHARLOTTE

The Sailor's Graveyard

(Continued from page 6).

- 361 Jan. 30, '03—Sch. James G. Blaine
362 Feb. 27, '03—Sch. Ada F. Brown
363 Apr. 27, '03—Sch. Albert T. Stearns
364 May 23, '03—Sch. Clara Goodwin
365 May 29, '03—Sch. Helen aMaud
366 June 16, '03—Sch. Ada
367 Feb. 4, '04—Sch. Acacia
368 Apr. 4, '04—Sch. Catawamteak
369 Apr. 20, '04—Sch. Sagamore
370 Apr. 24, '04—Sch. Mary P. Mos-
quita
371 Apr. 24, '04—Sch. Buema
372 Apr. 30, '04—Sch. Matthew Keany
373 May 13, '04—Sch. Little Jennie
374 June 19, '04—Sch. Harold L. Berry
375 July 2, '04—Sch. Viola May
376 Aug. 11, '04—Sch. Ephrata
377 Aug. 11, '04—Sch. Alburtis
378 Sept. 9, '04—Sch. Fraulein
379 Oct. 5, '04—Sch. John C. Smith
380 Nov. 27, '04—Sch. Eliza Jane
381 Dec. 18, '04—Sch. Eliza Jane
382 May 1, '05—Sch. Seth M. Todd
383 May 17, '05—Sch. Kineo
384 Aug. 20, '05—Sch. M. C. Haskell
385 Dec. 7, '09—Sch. Nat Meader
386 Apr. 26, '11—Sch. Ella M. Stover
387 Feb. 10, '12—Sch. Rhoda Holmes
388 Sept. 1, '12—Sch. Silver Spray
389 Dec. 25, '12—Sch. J. Frank Seavey
390 Aug. 11, '13—Sch. Sunshine
391 Sept. 26, '05—Sch. Ralph M. Hay-
wood
392 Jan. 4, '06—Barkentine Altona
393 Aug. 7, '06—Sch. George V. Jordan
394 Aug. 16, '06—Sch. O. D. Witherell
395 Jan. 4, '07—Sch. Alice T. Boardman
396 Feb. 14, '07—Sch. Greta
397 Apr. 16, '07—Sch. William Rice
398 May 15, '07—Sch. W. H. Moody
399 Sept. 26, '07—Sch. Edward R. Baird
400 Oct. 6, '07—Bark Freeman
401 Oct. 7, '07—Sch. Charlotte T. Sibley
402 Oct. 31, '07—Str. Charles F. Mayer
403 Nov. 1, '07—Str. Garibaldi
404 Nov. 10, '07—Barkentine Emma R.
Smith
405 Dec. 4, '07—Sch. Rebecca Shephard
406 Apr. 23, '07—Sch. Abbie and Eva
407 July 4, '09—Sch. Henry Wellington
408 Aug. 4, '09—Sch. Emerald
409 Aug. 5, '09—Sch. Heiveta
410 Aug. 25, '09—Sch. Minnie Lawson
411 Oct. 27, '09—Bark Malwa
412 Jan. 21, '10—Sch. D. G. Haskell
413 May 6, '10—Sch. Gladys Nellie
414 May 16, '10—Sch. Titania
415 Aug. 23, '10—Sch. Lizzie Lane
416 Aug. 29, '10—Sch. Ada Ames
417 Jan. 5, '11—Sch. Silver Heels
418 July 9, '11—Str. Kershaw
419 Oct. 27, '11—Sch. Samuel B. Hub-
bard
420 Nov. 16, '11—Sch. Ella Clifton
421 Dec. 1, '11—Sch. Wm. B. Herrick
422 Dec. 31, '11—Sch. Sarah Quinn
423 May 10, '12—Sch. Genesta
424 May 27, '12—Sch. Muriel
425 Sept. 30, '12—Sch. Kolon
426 Nov. 20, '12—Str. Penobscot
427 Dec. 29, '12—Sch. Lizzie D. Small
428 May 20, '13—Sch. Ella L. Daven-
port
429 Sept. 17, '13—Sch. M. E. Eldredge
430 Sept. 25, '13—Sch. Nellie F. Sawyer
431 Oct. 3, '13—Sch. R. Powers
432 Oct. 14, '13—Sch. Henry D. May
433 Jan. 21, '14—Sch. Gen. Adelbert
Ames
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435 Sept. 29, '14—Sch. E. Marie Brown
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440 Apr. 4, '79—Sch. Sarah J. Fort
441 Feb. 7, '80—Sch. Maggie A. Fiske
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443 Jan. 26, '81—Sch. Alfred Keen
444 Feb. 8, '82—Sch. Lady Franklin
445 Apr. 4, '85—Sch. Mary Doane
446 Jan. 12, '87—Sch. Carrie W.
447 Apr. 11, '88—Sch. Plymouth Rock
448 Oct. 18, '88—Barge American Lloyds
449 May 7, '89—Sch. Abbie H. Hodg-
man
450 Nov. 30, '92—Bark Kate Harding
451 Jan. 31, '94—Sch. Fred and Elmer
452 Sept. 13, '96—Sch. Silver Dart
453 Oct. 16, '00—Sch. Gen. Sheridan
454 Mar. 11, '01—Sch. W. H. Oler
455 Sept. 9, '04—Str. Longfellow
456 Feb. 18, '07—Sch. Girard
457 Dec. 16, '76—Sch. Thomas Hull
458 Dec. 16, '76—Sch. Marshall Perrin
459 Mar. 17, '77—Sch. Jonathan May
460 Jan. 3, '78—Sch. J. G. Babcock
461 Jan. 10, '83—Bark Fredericke
462 Feb. 28, '83—Sch. Providence
463 Dec. 30, '86—Sch. Richard K. Fox
464 July 6, '87—Bark Zulma
465 Sept. 27, '87—Sch. Jos. G. Stover
466 Dec. 23, '87—Sch. Celini
467 Feb. 17, '88—Sch. E. H. Weaver
468 Dec. 12, '90—Sch. Chattanooga
469 Feb. 6, '95—Sch. William Smith
470 May 16, '96—Sch. Phoenix
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472 Sept. 3, '96—Sch. Lottie S. Haskins
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474 June 14, '97—Sch. Ira Laffrinier
475 Nov. 13, '97—Brig H. H. Wright
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477 July 29, '98—Sch. Zenobia
478 Feb. 9, '99—Sch. Rich'd S. Learning
479 Jan. 27, '00—Sch. Helen
480 Nov. 7, '01—Sch. John S. Parker
481 Feb. 7, '02—Sch. Horace W. Ma-
comber
482 Feb. 13, '02—Sch. Elsie M. Smith
483 Mar. 26, '03—Sch. D. Howard Spear
484 Sept. 23, '03—Sch. John T. Williams
485 Oct. 13, '04—Sch. Wentworth
486 Oct. 14, '04—Sch. Elwood Burton
487 Mar. 18, '05—Sch. James Rothwell
488 Oct. 22, '05—Sch. Mary Weaver
489 Apr. 30, '11—Sch. Geo. D. Edmands
490 May 3, '11—Sch. Theresa Wolf
491 July 16, '11—Sch. Wm. D. Hilton
492 Jan. 3, '77—Sch. Addie P. Avery
493 Jan. 3, '78—Sch. Pow-wow
494 May 21, '81—Barkentine Freeda A.
Willey
495 Apr. 3, '84—Sch. Viking
496 Dec. 12, '85—Sch. Sarah Godfrey
497 Dec. 31, '95—Sch. Smuggler
498 Aug. 5, '96—Sch. Malcome R. Beebe
499 Nov. 12, '82—Sch. Fawn
500 Oct. 9, '99—Sch. Thos. W. Holden
501 Nov. 10, '01—Sch. Florida
502 Mar. 5, '89—Sch. John H. McManus
503 Nov. 19, '78—Bark Fram
504 Feb. 13, '80—Sch. Effie Sweet
505 Sept. 19, '81—Brig Clara J. Adams
506 Jan. 9, '86—Sch. Lookout
507 July 5, '86—Sch. Henry Lippitt
508 May 20, '88—Sch. Belle A. Nauss
509 Oct. 24, '94—Sch. Lettie G. Howard
510 May 25, '05—Sch. William Slater
511 Feb. 5, '07—Barge Woodbury
512 June 24, '07—Sch. Robert & Arthur
513 May 5, '96—Str. Forest Holmes
514 June 13, '98—U. S. S. San Francisco
515 Aug. 1, '98—Sch. Lucia Porter
516 May 6, '00—Sch. Nightingale
517 Apr. 24, '07—Sch. Stanley
518 Apr. 28, '97—Sch. Clifford
519 Aug. 13, '97—Sch. Carrie E. Phillips
520 Sept. 17, '97—Sch. Maggie M.
Keough
521 Nov. 27, '98—Sch. Lester A. Lewis
522 Nov. 27, '98—Sch. Jordan L. Mott
523 Jan. 25, '99—Sch. Joseph Warren
524 Aug. 21, '99—Sch. Carrie C.
525 Nov. 12, '99—Sch. Ada J. Campbell
526 Oct. 2, '01—Sch. Gladstone
527 Oct. 14, '01—Sch. Colonia
528 Oct. 28, '01—Sch. Zephyr
529 Jan. 12, '02—Sch. Caviare
530 Mar. 14, '02—Sch. Paxinos
531 July 8, '02—Sch. St. Barnard
532 Oct. 5, '02—Sch. Marjory Brown
533 Oct. 12, '02—Sch. Lewis H. Giles
534 Jan. 20, '03—Sch. Mary G. Power
535 Feb. 15, '04—Sch. Irene and May
536 Mar. 23, '04—Sch. Minerva
537 Mar. 11, '05—Sch. Esther Grey
538 Mar. 9, '06—Sch. Manuel R. Cuza
539 Aug. 13, '07—Sch. Jennie Costa
540 Aug. 13, '07—Sch. Julia Costa
541 Aug. 13, '07—Sch. Margie Smith
542 Sept. 11, '07—Sch. Annie Perry
543 Oct. 2, '07—Sch. Bessie
544 Dec. 8, '07—Sch. Gypsum
545 Mar. 1, '08—Sch. Francis V. Silva
546 Oct. 24, '09—Sch. Buema
547 Dec. 8, '09—Sch. Geo. E. Prescott
548 Dec. 26, '09—Sch. Lizzie B. Foster
549 Feb. 13, '10—Sch. Louise C. Cabral
550 Apr. 6, '10—Sch. Rebecca
551 May 17, '10—Sch. Estelle S. Numan
552 Dec. 6, '10—Sch. Abbie & Eva
Hooper
553 Apr. 20, '11—Sch. Caroline Gray
554 Aug. 10, '11—Sch. Nettie Franklin
555 Oct. 21, '94—Sch. Hattie I. Phillips
556 Nov. 16, '11—Sch. Alice S. Went-
worth
557 Nov. 29, '12—Sch. Elsie A. Bayles
558 June 10, '97—Sch. A. G. Heisler
559 June 30, '14—Sch. Virginia
560 Oct. 23, '15—Sch. Mildred H. Coch-
ran
561 Jan. 3, '82—Sch. S. V. W. Simmons
562 Feb. 14, '82—Barkentine Japan
563 Dec. 20, '84—Sch. Carrie M. Rich-
ardson
564 Jan. 16, '85—Sch. J. W. Campbell
565 Jan. 8, '86—Sch. Levanter
566 Jan. 9, '86—Sch. Nimble
567 Dec. 1, '87—Sch. Helen Mar
568 Apr. 13, '88—Sch. F. H. Odiorne
569 July 12, '88—Sch. Nellie M. Rogers
570 Feb. 26, '92—Sch. Cricket
571 Feb. 16, '98—Sch. St. Nicholas
572 Sept. 25, '93—Sch. Edith and Mary
573 May 6, '96—Sch. Daniel B. Fearing
574 Mar. 31, '98—Sch. Wm. H. Higgins
575 May 3, '99—Sch. Alice B. Phillips
576 Sept. 15, '99—Str. Poyer Quartier
577 June 9, '00—Sch. Avalon
578 Jan. 29, '02—Sch. Manomet
579 Nov. 24, '02—Sch. Geo. R. Smith
580 Nov. 30, '02—Sch. Mary Farrow
581 July 3, '06—Str. Kanawha
582 Nov. 4, '06—Sch. G. M. Cochrane
583 Dec. 24, '06—Sch. Fortuna
584 Dec. 2, '09—Sch. Mizpah
585 Apr. 20, '12—Sch. Ellen M. Golder
586 Mar. 17, '76—Sch. E. & L. Marts
587 Jan. 3, '78—Sch. Miles Standish
588 Dec. 11, '13—Sch. Grace Darling
589 Jan. 14, '14—Sch. Irene E. Meser-
vey
590 Aug. 1, '07—Str. Ocean View

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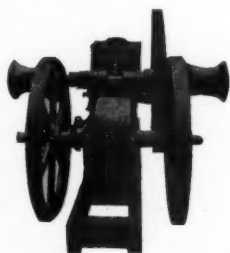
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BOSTON, MASS.

GOOD LOBSTER SEASON

Connecticut Lobstermen Getting
Good Catches and Good Prices—
"Shorts" Law Being Enforced

THAT this is proving one of the most satisfactory lobster-catching seasons in a long series of years is conceded by Connecticut fishermen who make this an important branch of their business, and who, since early in May, have had over 2,500 pots set off this shore, some in Little Narragansett Bay, some in Fisher's Island Sound and some in Long Island Sound.

The catch has not only been heavy—the month of May alone yielding as much as June and July sometimes yield together—but the price has been fairly good, ranging as it has from 20 to 23 cents a pound, wholesale. The principal sale has been to New York markets, through local agents, but with the opening of the Connecticut shore resorts, the local demand has come nearer to equalling the supply.

This year finds many men in the business, and because the season has proved favorable they are considerably encouraged. That the lobstermen are better protected in some respects than they were a few years ago is indicated by the fact that four men found with short lobsters in their possession were recently found guilty of violating the lobster act and were given court penalties amounting to \$267.14.

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LOBSTER NOTES

AN APPEAL IN BEHALF OF MAINE LOBSTERMEN

Why Summer Visitors and Light
Keepers Should Not Operate Traps
—Urges Co-operation of Fishermen

HORATIO D. CRIE, director of Maine Fisheries, has issued a communication of appeal directed toward those who appear dissatisfied with the laws which were enacted by the Maine legislature last winter for the protection of lobstermen. The laws in point are those prohibiting summer visitors and light keepers from lobster fishing on the Maine coast.

Director Crie believes that after the conditions are understood, those who now oppose these measures will see that they are just and right.

Mr. Crie points out that if the thousands of summer visitors along the Maine shore are allowed to fish a few traps each season thousands of lobsters would be taken from the waters "which rightfully belong" to the men who engage in the lobster business solely for a livelihood—men who have no other means of support.

"In the winter many of our summer visitors ride to their work in sedans and limousines, while the lobster fishermen brave the briny deep, oftentimes in its fury, in an endeavor to furnish the necessities of life to their families. At times they sacrifice their lives, and in many instances just escape death, while in the winter they suffer untold hardships. Every lobster that is taken from them makes a hole in their profits."

With regard to light keepers, Mr. Crie says: "They ought to be willing to let the man who makes lobster fishing his sole means of support have the lobsters. Light keepers get a salary from the Government and their check is received regularly. Storms do not interfere with a day's or a week's pay, so they do not have to worry about the next meal for their children, as the lobster fishermen often do, if a storm takes all of their fishing gear and deprives them of earning a cent for weeks at a time."

"The keepers say the salaries re-

ceived are small and that they cannot afford to stay on light stations for what they receive from the Government alone. If this is true, why not let the older fishermen have the easy job of tending the light, and the young men, who are strong and healthy, enter into the fishing business for a livelihood?"

He also appeals to those who have chore employment, but who run a string of lobster traps before and after regular work in order to earn a few dollars for luxuries. "Their families are well provided for from the pay they receive, and they, too, ought to be willing to allow the fishermen to have the lobsters."

According to Mr. Crie, many new fishermen are entering into the lobster business because of the lack of other employment. Many of these men are coming from the shipyards and shutdown factories, and have turned to the lobster business as a means of getting by until business starts up again. He advances this as another reason why the lobster industry should be preserved for the man who makes it his sole means of support.

In closing, he addresses his "brother fishermen," asking them for their co-operation with the commission which is "trying to make it possible for you to lay by enough to care for you in your old age."

"The state purchases all the egg lobsters from you at the market price," he continues, "and liberates them for your protection. It has been demonstrated without a doubt that if the laws are strictly observed lobsters will show a steady increase in numbers."

"At the present writing there are approximately 4,000 lobstermen on the coast of Maine. If each fisherman carried home for his family 12 short lobsters a week, in a year 2,592,000 short lobsters would be consumed. Allowed to grow to legal size they would weigh close to 3,240,000 pounds, and if sold for 30 cents a pound would net the fishermen \$972,000, or \$263 for each fisherman. This amount would furnish three barrels of flour, 200 pounds of sugar, 100 pounds of lard, 100 pounds of pork, a bag of beans, besides clothes and shoes for an average family."

"Now it is up to you fishermen if

you want to improve your business. Co-operation is the key to the whole situation. We must work together with just one thought in mind, and that, to build a larger, a more profitable and a better industry."

"Honesty and prosperity make happiness, and happiness is the key to real life. Let us work together for prosperity and happiness."

LIGHT KEEPERS' WIVES WRITE

To the Publishers of Atlantic Fisherman:

We read with interest your excellent paper, and are writing you in the hope that you will publish in your next issue the enclosed.

Life on the Ocean Wave

Two light keepers' wives wish to say a word regarding the letter recently published in many papers by the Director of Sea and Shore Fisheries of Maine.

In the first place, the public may get the impression from Director Crie's letter that keepers of light stations are paid large enough salaries to live in ease and plenty. We invite anyone who thinks this to take his family and try the life for two years. Go to an outside station with a family of six and try to live on a salary of \$98. Out of this pay a school teacher (the state permits her to teach only as far as high school studies), and when the child is ready to enter the high school, board the pupil ashore and retain the teacher to instruct the remaining children. Buy all your vegetables and berries, and pay freight on everything coming from inshore.

Though we have house rent furnished, many of us owned our houses before entering the service and still retain them, paying real estate taxes, together with personal and poll taxes.

It has been suggested many times that older men take the jobs of keeping lights. Think of an old man going to the tip-top of a tower 90 to 133 feet above sea level to paint. Again, think of such a man launching off the slip, and landing again in a rough sea. It is plain that older men could not fill such an arduous job satisfactorily.

(Continued on page 22).

Newfoundland and the Provinces

FREEZING PLANT AT ST. PIERRE

THE fish freezing plant at St. Pierre is said to be the largest of its kind on this side of the Atlantic. The cost of the building, which has six floors, together with machinery and concrete dock, was \$1,200,000.

The equipment and storage facilities are designed to freeze 200,000 pounds of fish in 24 hours and to store 6,000,000 pounds of frozen fish boxed ready for shipment to Europe. Two refrigerator ships have been built by the French Government, each of 3,500 tons capacity, so that frozen fish can be called for at regular intervals.

The work of erecting the plant was begun early in June, 1919, by the Nova Scotia firm of Ophuls, Hill & McCreery, and the job was completed in December, 1920.

SPRING CATCHES OF LUNENBURG FLEET

July 1 the Lunenburg fishing fleet landed its catches for its second spring trip and has sailed for the Grand Banks for its summer work.

In comparing the spring trips of 1920 and 1921, it will be seen that the shortage of about 27,000 quintals, reported earlier in the season, has not been made up. This shortage is, no doubt, due to the fact that the fleet is much smaller this year.

In 1920, 68 vessels landed 30,275 quintals on their first spring trips, and 88 vessels landed 57,250 quintals on their second spring trips, whereas in 1921, five vessels landed 3,300 quintals on their first trips, and on the second trip, 65 vessels landed 58,375 quintals. In comparing the totals of both trips, 87,525 quintals for 1920, and 61,675 quintals for 1921, there is a shortage this spring of 25,850 quintals.

The average per vessel, however, is much better, as last spring the vessels averaged 650 quintals; this spring, with 23 vessels less, the average is 898 quintals.

The few fish landed early in the spring have been sold, the price obtained for the same being \$8.00 per quintal, which was a higher price than the last sales of the 1920 catch.

The position of honor for the largest catch goes to the schooner "Independence," Captain Albert Himmelman, who landed a catch of 1,600 quintals.

The list of vessels taking a thousand or more quintals follows:

	Quintals
Alcala, Knickle	1,200
Harold A. Conrad, Conrad	1,000
J. E. Conrad, Corkum	1,100
Uda R. Corkum, Corkum	1,000
George M. Cook, Cook	1,300
Democracy, Deal	1,100
Daisy Marguerite, Mossman	1,000
Glasier, Knock	1,000
Annie B. Gerhardt, Gerhardt	1,100
Freda M. Himmelman, Himmel-	
man	1,200
Elsie M. Hart, Corkum	1,200
Vera E. Himmelman, Wagner	1,100
Independence, Himmelman	1,600
Lauretta Frances, Spindler	1,000
Manuata, Risser	1,150
Gladys Mosher, Mosher	1,000
Neva Belle, Wentzell	1,000
Shepherd King, Himmelman	1,450
Jean M. Smith, Selig	1,500
Lols J. Thomas, Himmelman	1,200
Viccola, Zellars	1,100
Gilbert Walters, Walters	1,100
Muriel Winters, Winters	1,250

GOOD REPORTS FROM NEW-FOUNDLAND

Captains of vessels from Newfoundland report there is an abundance of fish along the southwest coast, and big returns are looked for during the next few weeks.

All the bankers have returned and are getting ready for the caplin baitings. Their last trips were the largest on record, and some of the crews have as much as 2,000 quintals landed, though they did not begin operations until three weeks later than usual. In the number of vessels engaged there is a falling off of about 20 per cent.

One day caplin came to the shore at Grand Bank and all the dories loaded with codfish during the day.

At Lamaline and St. Lawrence there is also a splendid sign of cod, and caplin are making their appearance. At both these places there is a falling off in the number of fishermen.

BIG PURCHASES OF SALMON

The Atlantic Fish Co. during the last three weeks has purchased in the vicinity of 1,250,000 odd pounds of fresh salmon, which have been placed in cold storage, and will be shipped during the present year to outside markets, and mostly to the British market. It is expected that during the next two weeks about another 500,000 pounds will go into cold storage. Altogether, with what has been used for local consumption and what has been put under salt and smoked the salmon fishery has been fairly profitable for May and June.—St. John's Trade Review, June 18.

100 SEEK SUPPLIES

The S. S. Prospero returned from the Northern route last Sunday evening, having been down as far as Griquet. There was no ice seen. There was very little fishing going on on the northeast coast and the fleet of early schooners fishing in the different harbors on the French Shore, so noticeable in former years the first week of June, was conspicuous by its absence.

The difficulty of getting supplies is, no doubt, the cause of this feature, but in any case the opening up of fishery operations all around seems to be two weeks behind. About 100 planters and fishermen came to St. John's by the steamer seeking fishery supplies.—St. John's Trade Review, June 18.

Some time ago, James d'Entremont, fishery officer for Yarmouth County, forwarded to the Fisheries Department an unusual specimen of fish caught in one of the Yarmouth rivers. This specimen was forwarded to the Biological Station at St. Andrews, N. B., and the curator now reports that the specimen was a true whitefish, which are a valuable commercial fish found in great abundance in the Great Lakes. Its occurrence in a tidal river is quite interesting, as so far as the curator's knowledge goes, whitefish do not frequent the salt waters of the Atlantic coast, although they occur in the salt waters of James and Hudson Bay.

MAINE SARDINES

A FAVORABLE SIGN

The fight put up by the M. C. Holmes Canning Co., with the help of the National Cannery Association, against the practice of unwarranted rejections of sardine shipments, is one evidence of what can be accomplished by united action. Had the Holmes concern been obliged to act single-handed, it is unlikely that they would have done anything about the matter, for they could hardly have won without the testimony of the inspection officials, and at best the cost would have eaten up the verdict. Had they lost, as they would have been very likely to, their loss from the rejection would have been doubled. The arguments were all against fighting the case by themselves. Backed by the association's funds and experts, however, they won handily and established a precedent that should be worth hundreds of thousands of dollars to the industry.

The advantages derived from the inspection are sharply emphasized by the incident. The establishment through their records of a definite standard of packing, no less than the power that lies in united action, backed by a common fund, were what won this contest.

There is no doubt at all in the minds of unprejudiced observers of the industry that its salvation lies in strengthening the inspection in its endeavor to establish definite and dependable standards, and in more co-operation among the packers in other matters of common interest, such as purchasing and selling prices, etc.—Eastport Sentinel.

SARDINE OUTLOOK BRIGHTER

With the starting up of two Lubec canneries—R. J. Peacock and Mahinney & Ramsdell—the Maine sardine season may be said to have opened. The activity of these two concerns, together with that of the Loring Holmes cannery of Robinston, which has been packing for some time, would seem to indicate that it will not be long before all canneries are busy.

However, at this time there are few herring available for packing, the spring school, which seemed quite large, has seemingly dropped

out of Eastport waters. Later reports have it that there are indications of the summer schools of herring.

Sales of the 1920 pack are much more lively.

Contractor and mason, Charles Hamilton, with a crew has started to build a brick chimney of 85-foot height at the independent sardine factory of MacNichols Canning Co. at Deep Cove, two miles out island, where a new steam boiler and other improvements will be made at once. MacNichols Bros., including John, William and David, who are well-known Eastporters and have successfully managed their cannery for many years and acquired considerable property in that section and in other parts of the city, expect to construct a large building and install expensive machinery for making their own tin cans used during the packing season, and it is stated that other Down East canners may later manufacture their cans, as has been tried with success at the Robinston factory of Loring Holmes, a former Eastporter.

Coincident with the opening of the Peacock Canning Co., Lubec, which began work June 21, the second of the "fish scale" chemists, who held forth adjoining the above plant last year, turning scales into Essense d'Orient, arrived in town, leading to the possibility that the herring scale may figure again this year in the public eye. The chemists guarded their secret well for a long time, until a Western reporter, with considerable effort, got a story for his paper. Then it was all off with the Lubec operators, who claimed they had been making glue, simply as a "sticker" for those who wanted to know what was going on.

A new carrier has been installed at the Peacock Canning Co., which appears to be a labor saver, carrying cans and fish to the packers and returning the empty flakes to the racks to be refilled. The labor of several men and boys is saved by this and other devices employed in and about the factory.

SARDINE SECTION MEETS

Meetings of the Sardine Section of the N. C. A. were held in Eastport on Friday, June 17th, to consider the proposed changes in the membership arrangement of the National Cannery Association.

Frank E. Gorrell, secretary of the National Association, was present to present the plan to the packers. On account of the lack of canners present no action was taken, however, and the matter was deferred until some later time when all can be gotten together. The new plan of membership involves changes in the inspection service as carried on by the association, and it has not yet been possible to work out the details in so far as they will apply to the sardine canners.

Only the packers from the vicinity of Eastport and Lubec were in attendance at the meetings.

The last of June herring at \$3 per hoghead were somewhat plentiful at some of the Canadian settlements, and some had been sold later for \$4 per hoghead, but just what the price will be when the general opening of all the Down East sardine factories occurs next month, is not known, although it will not be over \$5 from present indications. No large schools of fish have reached the harbor yet, but they are not as scarce as usual at this part of the season, and it will soon be time for large catches.

The Columbian Canning Co. will probably pack if suitable herring can be obtained. The present report is that fish are not too plentiful, but are slightly on the increase. The size varies from small oil to a large mustard or even larger, so that it interferes with fast work to be obliged to sort the fish on the packing tables, but everybody is glad to be employed under almost any conditions and no complaints are heard.

Herring for canning have been coming into the plants at Lubec, but not in large quantities, there being but three factories in operation. Rumor says that other interests are preparing to open their shops within a very short time.



GLOUCESTER SCHOONER'S CLOSE CALL

Crew Fights Flames at Sea—Cabin Burned Out

THE schooner Marechal Foch presented a sorry spectacle as she came into Gloucester July 1 with her cabin completely burned out on both sides from the companionway to the engine room. Captain Daniel McDonald and the crew told a tale of bitter battle with flames which all but got the better of them.

The craft sailed from her home port, Gloucester, June 30, for Queensport, Nova Scotia, to take on bait and ice for a halibut trip. About 2 o'clock the next morning, Miguel Silveira, the engineer, smelled smoke and went into the engine room to investigate. At the same time, it seems that James Alkens, who occupied the aft bunk on the port side, just getting up to go on watch, discovered a brisk blaze around the lockers near his bunk.

The vessel was about 20 miles south of Sequin. The lightship had been sighted and the craft had just tacked for Cape Sable. By the time the crew had been aroused the fire had spread rapidly. None of the fishermen had a chance to save a thing in the cabin. After closing the companionway, a hole was cut in the deck and another through the top of the house. Through these holes water was bailed into the blazing cabin. Realizing the danger should the fire reach the engine room and oil tanks, the men worked desperately for an hour and a half before they had it under control.

A glimpse of the cabin with its blackened and charred walls indicated plainly the severity of the mishap. Everything of glass, including the lamps and lamp chimneys, was melted and twisted by the terrific heat. Captain McDonald, Engineer Silveira, James Alkens, John Carrigan, Albert Muse and Eugene Burke lost practically all their belongings except what they had on.

Mr. Alkens did save his watch.

How it ever came through the fire intact is a mystery. The timepiece, a Hamilton make, was hanging in his vest, and although the clothing was entirely destroyed, he found the watch and chain, blackened and tarnished by the heat and smoke, after the fire was out. The crystal was not broken and the watch was still ticking.

FISHERMEN ARE DROWNED

Zwicker & Co., Lunenburg, received a telegram recently from Captain Albert Himmelman of the schooner Independence, advising the loss of two of his crew, William Tanner and Walter Randall. The telegram was from Burin, Nfld., and gave no particulars except that the men were drowned from their dory while fishing on the Grand Banks.

Tanner belonged to Lunenburg and is survived by a widow and large family. Randall, whose home was in Upper LaHave, was 22 years of age and unmarried. The Independence was reported with 1,100 quintals of fish.

LOBSTER SMACK SUNK

The 52-foot lobster smack, Dorothy G., which left New Harbor, Me., June 27 with 10,000 pounds of lobsters for E. Jameson & Son, her owners, at Portsmouth, N. H., was struck amidship and sunk by the 100-ton Lockeport schooner Douglas B. Conrad, four miles east of Portland Lightship the night of June 28 in a thick fog.

Captain Cleveland F. Lewis of Pemaquid and Ralph Crocker, comprising the crew of the Dorothy G., jumped into the headgear of the schooner when the collision occurred and were brought into Pemaquid Beach. They lost all personal belongings.

The Douglas B. Conrad, Captain Ralph McKenzie, was bound from Portland to her home port. The cargo of lobsters of the Dorothy G. was valued at \$2,800.

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We take boats directly from the builder and equip them ready for the sea
Boats Overhauled

M. J. COONEY, Manager

Telephone Connection

Well-Known Swedish Oil Engine Introduced to New England

Bolinder's Company Opens Office at Boston—Have Already Contracts for Several Installations—Schooner "Pioneer" of Gloucester Heads List

An interesting event to the fishing industry at large in New England took place at Gloucester, Mass., July 25th, in that the auxiliary schooner "Pioneer" ran a most satisfactory trial trip with her new 70 B. H. P. two-cylinder, heavy duty, crude oil burning Bolinders semi-Diesel engine.

Attended by a number of interested people she left the ways of the Burnham Brothers Marine Railways Company at 4 P. M. and heading for the open sea against the tide and wind attained a speed of approximately seven knots with engine turning at 350 R. P. M., driving a three-bladed propeller wheel made by the Columbian Bronze Corporation, 44 inches in diameter by 30 inches pitch. Returning a speed of eight knots was attained.

The schooner "Pioneer" was built at Essex, Mass., in 1892, and was originally owned by M. Walen & Son. Last spring she came into the hands of O'Hara Brothers Co., Inc., of the Boston Fish Pier. This progressive company, headed by its president, Mr. John F. O'Hara, decided to rebuild and re-equip the "Edward A. Rich," as she was then named, and to install an auxiliary oil engine.

After attempts to use engines of domestic make, a 70 B. H. P. Bolinders engine was selected, the installation being completed in eight days, including necessary alterations.

The "Pioneer" measures 83 gross and 53 net tons. Being a two-masted schooner she has a length of 81 feet, beam 23 feet and a depth of 9.2 feet. While she is still a very staunch craft, one cannot say that she is built for speed, so the speed that her new Bolinders engine gave her on the trial trip must be considered as a remarkably good result, due credit also coming to the design of the wheel selected by the Bolinders people.

While the Bolinders oil engine by no means is an unknown quantity in this country, for some 65,000 horsepower have, since the company commenced marketing their engine here in 1914, been installed on the Atlantic and Pacific coasts, yet for reasons of their own they have not had

their attention directed to the largest fishing center in the world, namely the Boston and Gloucester section of New England; and so we find that a new field for their engines has been opened up with prospects as



PIONEER, JUST EQUIPPED WITH BOLINDER OIL ENGINE.

promising as all their previous undertakings.

Messrs. J. & C. G. Bolinders Company, Stockholm, Sweden, were established in 1843, but it was not until 1893 that they turned out their original oil burning engine. Rapid progress was made in the years to come by this company of highly skilled engineers and in 1900 we see them beginning to market these famous engines of theirs, not only on a large scale at home, but in almost every country in the world. Branch offices, showrooms, exhibitions and sales organizations were successfully used to spread the engines, but not until 1914 did we find an American selling branch, which was opened under the name of Bolinders Company, with offices and storerooms at 30 Church street, New York City.

The American company is headed by Mr. A. H. Horner as president and general manager, and Mr. K. H. Nilsson as treasurer and sales manager. The chief engineer of the company is Mr. Severin Clausen.

The New England branch, which

is located at 53 State street, Boston, Mass., is in charge of Mr. Nilsson, assisted by a staff of engineers and a stock of engines and parts is kept not only at New York, Boston, Montreal and St. John's, Newfoundland, but also in most of the principal ports on the Pacific coast as well as in the West Indies, Central and South America.

In a later issue we have been promised to enable our readers to get first-hand information on the very latest type of oil engines that the Bolinders Company has just put on the market, namely, an engine which at the same time dispenses with both water and air injections into the cylinder, either of which methods is so commonly employed in this class of engines for cooling purposes.

It is interesting to note that notwithstanding the general business depression several more installations of Bolinders engines have already been assured. Among these may be mentioned a 100 B. H. P. engine which will be installed shortly in the schooner "Blanche Ring," now being completed at Rockport, Mass., for Captain Herbert W. Nickerson of Malden, Mass., et al. This vessel promises to become of unusual interest to the fishermen on the Atlantic coast, as she is a type not seen here before. An account of this installation will follow later.

Lightkeepers' Wives Write

(Continued from page 17.)

We think well of fishermen. We regard them as brothers, for they, too, spend much of their lives on the salt water. We know if the sea is rough or calm. Our lights are always burning for the fishermen as much as for the mariner. In thick weather our whistle blows for them, thus making their tasks much less hazardous.

My good reader, we ask you why should not the light keepers and their families be entitled to fish just a little? Remember, we are where we cannot go for a walk, where we cannot ride, or see people, where we cannot take in the "pictures" or attend church. Neither do we enjoy good schools or the general freedom which others have.

Who owns the sea and what there is therein?

TWO LIGHT KEEPERS' WIVES.

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"Cut Prices" has been the adopted slogan of this house. We have always believed in allowing the fishermen the benefit of a lower price by cash dealings. Money saved is money earned, and the success of our business has been based on such dealings. Look over the articles listed below and see the saving we offer with each article. Send direct by mail for whatever you need and rest assured every article is fully guaranteed as stated and the price is lower because of our cut rate policy.

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